

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[PRICE 6D.]

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NORTH KENT RAILWAY—THE LORD MAYOR AND COURT OF
ALDERMEN AGAIN.

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RECEIVED BY DEPT. OF JUSTICE - JUL 11, 1964

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By G. T. FISHER. London: George Knight

Phragmites Maritimus. By G. F. S. [illegible]
New York, 1860.

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ENTERTAINED LOUVERER AT SCIENTIFIC INSTITUTIONS.—We are
glad to report somewhat from our prescribed note, to notice an illustrious
lecturer of a particularly interesting character, delivered at the City of L
Library and Scientific Institution, on Tuesday last, by Mr. Henry
J. (well-known contributor to our standard literature). "On the Sci
ence of Visual Music." We can imagine nothing better calculated
to increase the popularity of, as well as value in, these institutions, than by
skillfully interpreting the enormous dull routine of scientific study with
delightful and attractive entertainments as the one alluded to—the only
which was to inspire a knowledge of the influence of music—the pro
fessors thought, to transcend and expand the word. Mr. Conklin,
there, has and have long before the public on a subject, but with the
elemental difficulties to pronounce—his perfect diction, easy and of
style, and finished good taste—he will, if we mistake not, one long, se
ries of compositions put them away those to whom the public are inclined
towards and intellectual amusement.

The **BIGGEST FISH**—is conservative, too, when it comes to his food. He has been known to eat almost anything, but he is particularly fond of fish. In fact, he is so fond of fish that he will even eat them when they are fresh.

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the other way.

REMARKS OF DOUGLASS.—According to a communication which I received from the friends of the cause in London, a meeting has been called for the 10th inst. at the City of London, with the object of securing the release of the captives in the hands of the slave-traders, and of raising a fund to defray the expenses of the voyage. The meeting will be held at the City of London, and will be attended by a large number of the friends of the cause. The object of the meeting is to secure the release of the captives in the hands of the slave-traders, and of raising a fund to defray the expenses of the voyage. The meeting will be held at the City of London, and will be attended by a large number of the friends of the cause.

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the North Western Railway is one of the most important, and is expected to be a connecting link between the Indian line and the Great Western, in the north of England and Southampton.

The following is an account of the gross and net revenue of the Library of Congress, from the 1st of November, 1841, to the 31st of December, 1842; showing the amount of revenue which became due, the monies received and paid within the time, and the arrears and balances at the end

<p> <u>Grants made to his Royal Highness the Prince of Wales, from the 1st of November, 1841, to Michaelmas, 1842.</u> </p>		<p> <u>£</u> <u>10,641</u> <u>0</u> <u>0</u> </p>
Grants and arrears of grants received to Michaelmas, 1842		£10,641 0 0
Plus an payment of interest		£10,641 0 0
Less the proceeds of rents, being the produce of the sale of lands under the Land Tax Redemption Act, sold, grants in fee, and endowments made under Acts of Parliament		354 9 3
Commutation in lieu of the tax on the produce of rents		14,000 0 0
Produce of mines, pyrites, iron, &c., and compensations of rents of mines		5,503 1 6
Manorial Court fines, and all other annual revenues not compensated as above		100 0 0
Balance remaining at Michaelmas of the Receiver-General, on the 1st of November, 1841		1,005 12 6
Outstanding arrears due to his Royal Highness at Michaelmas, 1842		1,000 14 1
Balance due to his Royal Highness the Receiver-General		£13,380 13 6
<p> <u>Disbursements.</u> </p> <p> Salaries and allowances of the principal officers of the duty, and their establishments of officers and clerks </p> <p> Salaries and allowances of all other officers, servants, and agents employed in the execution of the revenue </p> <p> Salaries, allowances, and other expenses connected with the new Manorial Court </p> <p> Annuities and retired allowances </p> <p> Deductions and charges </p> <p> Burials, salaries, wages, and improvements </p> <p> Aids and other miscellaneous expenses </p> <p> Rents required and ascertained </p> <p> Payments made within the period of the account to his Royal Highness the Prince of Wales </p>		<p> £10,641 0 0 </p> <p> 354 9 3 </p> <p> 14,000 0 0 </p> <p> 5,503 1 6 </p> <p> 100 0 0 </p> <p> 1,005 12 6 </p> <p> 1,000 14 1 </p> <p> £13,380 13 6 </p>

to the House of Commons, on Monday evening. Lord Hanson, secretary of the Board of Trade, took the chair in his place, with

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The plan patented by Sir William Herschel for the preservation of

stake, corded, &c., from dry-rotted wood, is a coarseness
of damp, or the combined action of air and water, in the proportion
still, which is prepared for use by solution in water; which quantity, per
pound of the substance for every gallon of water; which quantity, per
for the sum of 10 cts., is sufficient to prepare and preserve half a load of
by. By a hydraulic injecting apparatus, employed in her Majesty's
yard, at Portsmouth (which is capable of saturating twenty loads of
at a time), the gravity of the wood is increased 60 per cent., although
wards, instead by drying; by a stronger solution than the above, with
iron, sulphate, &c., are removed laminated, and all the men of
in future, to have their magazines filled with wood and iron, exposed
rated for this purpose, and the solution being coarser, does not af-

which it is applied.

Numerous experiments have been tried, extending over a period of years, to ascertain, with certainty, the effect of the process on various substances. Specimens of English oak, English elm, and European fir, each prepared with the solution, and one of each unprepared were placed in the trough pit at Wilmshurst, on the 25th August, 1907, and taken out on the 15th July, 1908, when the prepared specimens were found to be preserved, while the unprepared English oak had a spot of blight on its surface, while the unprepared English elm had fungus outside, and the English elm decayed. A quantity of American deals, with other pieces of wood unprepared, were put down in the deep water of a frame tank (Duckpond), where the Quene had been repeatedly destroyed by dry-rot. The unprepared specimens were growing in 1908, and in 1909 all the unprepared had become completely rotten, while the American portions were much preserved, and some of the more unprepared deals for further experiment were placed in the water, and three of western elm, prepared, and the like. The prepared specimens were placed in a little first deep, in a damp situation, unprepared, where they remained six months; they were then exposed to the sun, where they remained six months; they were then washed in plain water, and dried, then placed in a deal box, and dried in a damp sink, but not in contact with water, they were left in this position twelve months, and when examined, the prepared articles were perfectly sound, while the unprepared were rotten. These are a few of the experiments which are sufficient to show the nature of the process, and the preservation of the solution, which is now universally employed in the treatment of timber, and is now generally used.

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These arguments are not, however, sufficient to show the direction of the wind. The instrument is, however, in accordance with respect to the variations of the wind and direction, on the possibility of great importance, in the study of the weather. It has been found that the variations of the wind are, in fact, a function of the time of day, and sometimes even of the season of the year. It is, therefore, of great importance to know the changes which occur in the wind, as this is the basis of the science of the weather.

BY N. W. FOX.
(Continued from the Mining Journal of last week.)

Since the foregoing experiments were made, I have obtained an electro-type

porous plate, one inch thick and a half long, one sixth of an inch wide, and
thirtieth of an inch thick, by the agency of these subterranean currents. This
separating consisted of a porous earthenware vessel, resting on a wooden
plate, a larger one; both were partly filled with solutions of sulphate of copper,
an engraved copper plate attached to the negative wire, being placed in the
inner vessel, and another plate of copper attached to the positive wire, in the
outer one. After a few days it was observed that crystals of copper had been
formed on the negative plate, but it was nearly two months before the appa-
ratus was removed from the circuit, when the deposited metal was detached
from the plate, having received its impressure, VI INIATA TARS. While
this experiment was in progress at the surface, the water, as I have before
mentioned, invaded the mine, but without interrupting the process; it ap-
peared, indeed, that the electric action was rather increased than diminished
by this circumstance. Before the influx of the water, as one point in the
north vein was connected with rock near the south vein (generally the vein
of the vein), and an ore point in the south vein was likewise connected with
rock near the north vein, in both which cases, currents more or less feeble
were detected passing towards the latter through the wires, which were in-
timated, as before, by wooden poles stretched at intervals across the galleries.
It is probable that the influence on the rocks conducted the electricity from
the ore to the metal, however imperfectly, and when different metals, as pla-
tinum and zinc, were successively substituted for the copper in contact with
the rocks, the currents were modified in their force according to the metals
employed, but were seldom changed in their direction. The action was some-
times decided when the place of contact with the rock was near ore; and some-
times the end of the wire, or rather the end of one of the veins, or the sides
rubbed by an assistant against the walls of one of the veins, or the sides
of a "cross-cut" between them. Under these circumstances, the static needle
was several times suddenly much deflected, and the parts of the rocks from
which this increased action proceeded, having been marked, they were broken
away, when iron pyrites was, in every instance, found imbedded in them; and
there can be no doubt that the smallest branch of copper or lead ore might
have been detected in this manner. On several occasions, the ends of the op-
posite wires were placed in contact with the rocks near the two veins, when
these still appeared to be a tendency in the currents to pass in the same di-
rection, but often they could not be detected, or were too feeble for their
direction to be determined with certainty. Pieces of copper pyrites attach-
ed to the wires, and imbedded in wood, were likewise used instead of the metal
for producing contact with the rocks, and with still less effect; and when
contact was made with platinum and zinc in succession, the currents in
opposite directions, and in accordance with the action of these metals in
specimens; so that the existence of independent currents under the circum-
stances described, though more than probable, was not clearly proved. El-
ectricity, generated by a pair of zinc and copper plates, was transmitted thro-
ugh the rocks between the two veins from north to south, and also from south
to north, in order to detect any independent currents traversing the rocks be-
tween them, but without effect on the needle. This method appeared likely to be a
definite test of electric action in rocks, but on decided results were obtain-
able, the few experiments hitherto made in this way, have not led to
satisfactory conclusions relative to the point in question. It should be
marked, however, that the static needle employed, was inaccurately con-
structed, and was often set in motion when the cause was not very obvi-
ous. With needle No. 1, the case was widely different, as it could scarcely
be moved by any subterranean currents that were not tolerably energetic, as
was produced when both the wires were in contact with ore points, and
the action was rapid.

It has been long known that electric currents will traverse a very considerable thickness of rock or strata,* but in what degree this property may be modified by the nature or texture of the rocks, the saline contents of the terranean water, or the proportion of oozes included in the circuit, remains to be ascertained. If the influence of these different circumstances should greatly vary, electric currents generated by given elements might be rendered available on various occasions—to ascertain, for instance, the exactness of saline springs and very distant from each other, often appearing at the face, or in mines; or of a metalliferous vein discovered in one place, a vein which has been worked for ore in another. The conducting power of strata at Penzance Mine, already described, was, in this way, found to be such that of a tolerably strong solution of common salt, the current in the experiment being long to traverse an inch of the solution and short copper to complete the circuit. The conducting power of the rocks or strata in case, therefore, appeared to be very great. When some sulphate of iron was added to the solution, the conducting power of the latter was different from that of the strata. Glass tubes filled with solution of salts in different proportions might be used on tests in experiments on the relative conducting power of different strata, and they might be referred to as standards in the case of the results.

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On the OXIDATION OF METALS.—At the Academy of Sciences, in St. Petersburg, M. Boussingault presented a paper on the application, by means of the action of the oxides of metals upon metals. By his process he obtained alloys which had never before been formed by the ordinary processes of metallurgy, and all oxidizable metals may be covered with a coating of gold and silver, the oxides of iron or lead, which have great adhesiveness, and so on, as the oxides of iron or lead, which have great adhesiveness. Hitherto it was not only with the metals in which they are applied. Hitherto it has been limited upon other metals to preserve them from oxidation, a deficiency of external agents. By the process of M. Boussingault, he applied a chemically adhesive partition of the oxide, which renders the metal changeable on their surface, to which they impart a beautiful colour, and is more durable than that of the metals themselves. The process is one of simplicity, for all that is necessary is to plunge the metal in an alkaline solution of an oxide, is giving it the positive pole of an electrical pair, and passing a current. In demonstration of his success, M. Boussingault presented several iron and copper articles, such as tools and ornaments, and a small flower.

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* Many members of this party in 1977 paper "The American Negro in the United States," published in 1978, in the *Black Panther* newspaper, were living together in a very badly run-down and a somewhat precarious tenement house, a quarter of a mile of stone, and through the streets, to be collected in the morning, when having passed many times in the street.

That the mode of communication between distributors and their partners should be by circular as well as public advertisement, which is necessary when:

That distributors and auditors going out of office by rotation should be for six months, until the expiration of a two-years term from the period of office, and that each auditor by rotation, as well as by public advertisement be given of all qualifications for auditors or assistants.

That certificates for disbursement should be required to change from one-half year into three months and one-half year.

That the duty of auditors should be extended to general disbursement accounts submitted to their audit, and to a comparison of the general accounts of management, year to the regular statement, and that their meeting with the board be closed.

Finally, and most important, as to military effect, it should be made a general rule, that every distributor be furnished with a copy of the laws of the company, at least two days before the meeting at which the laws are to be considered, and that approval thereof, be given

...of the company, ...
...to be in compliance with ...

casion combustion, and that of lime from the kiln, in contact with water. Hence vessels loaded with quicklime—a peroxide of lime—are not unfrequently set on fire, and several such I have seen on the shores of Lochryan. Thus it is, that most may be cooked over newly-slaked lime. I saw venture on more specific details.

Damp, combined with compression, is not an unusual source of conflagration; thus hay ricks and corn stacks, heat, and are finally consumed; and a rag warehouse was, from the same cause, destroyed at Nottingham—no doubt, facilitated by the greasy portions, mingled with the mass—oil and fatty matters holding a prominent place in the category of evils: are woolen clothes, hair, &c., exempt. The heating of bark, stable manure, leaves, and other vegetable matters, illustrate still further the position. One of the most curious of this description of phenomena that I ever remember to have known, was the case of a barrel of oil, which, in the absence of Dr. Thomson (Regius Professor of Chemistry, Glasgow) and the other inmates from home, heated, and was entirely consumed. It seems to have been fortunately isolated, and rested on flagstones. I cannot but think that the locomotive engine on railroads may prove a source of serious conflagration; the ignited coals drop from the hure of the grate on the railway, and may be scattered by the winds. I have repeatedly seen tufts of grass and brushwood consumed thus on the embankments, and railway travellers must be sufficiently impressed with the fact. Now, in high winds, a gust might easily carry these ignited materials across adjoining fields, and finally wait them into stacks, yards, and among inflammable materials strewn about outhouses. In the use of the taper, coloured wax, especially green, should be studiously avoided; the last being tinged with oxide of copper, will, when blown out, continue for hours to smoulder away, until it is entirely wasted, and, finally, may set on fire the material with which it may be in contact. This is connected with a class of phenomena called apophlegmatism; and an agent to one of the insurance offices, resident at St. Andrew's, communicated to me a case of this description on his own premises, wherein the mahogany table was set on fire.

A too fruitful source of conflagration is, the utter carelessness exhibited almost everywhere in the use of matches, such as "congregates," "lanterns," &c.; or, by whatever name they may be called:—such should invariably be preserved in the boxes or cases. In proof of the carelessness referred to, I may add, that I found several of these matches, last winter, scattered on the floor of my bed room in London. It is not an uncommon case, that, in lighting a cigar, the sole of the shoe is used in friction, and the match thrown thoughtlessly away—perhaps, even in a warehouse. I remember once travelling on a coach, when, in order to supply a fellow-passenger, a person took a lantern, or conglomerate match, from his pocket—his waistcoat pocket was literally stuffed full of these matches! The other day, one of the scholars at Eton set his room on fire with these dangerous materials. But those obtained from the continent are more especially perilous—too tempting to the poorer classes, from their cheapness. Their smell is abominable, and are sometimes luminous in darkness; such contain phosphorus, and may ignite spontaneously, by the natural temperature of summer or autumn.

The water bottle left in the window, in the absence of the family, by concentrating the rays of light, has set the premises on fire; and, for a similar reason, specks and "bull's eyes," in warehouse windows, are perilous, and put the range of buildings in jeopardy. Show bottles in the windows of the druggist have been the means of communicating conflagration; I once saw a silk curtain consumed from this cause. The case of the diving bell is a curious fact. Mr. Marius had descended in a diving bell to the depth of several fathoms at Plymouth, and his coat was completely burnt through by the rays of the sun at that depth, being concentrated by the lens at the top of the bell, after their transit through the water.

The two last, though not least, in the lists of danger which I shall enumerate, are the cigar and tobacco pipe; and cotton, in contact with oil, &c. It is not generally known, though I had years ago called public attention to the subject, that tobacco, if genuine—and I am not alluding to the numerous substitutes for the "sacred weed," such as duck leaves, &c.—contains oil; consequently, the residue of a cigar, or the contents of the tobacco pipe, will smoulder away for many hours like "touchwood." Many houses have been reduced to ashes by the incautious use of the cigar. The hospital of St. Peter's Port, in Guernsey, narrowly escaped destruction from the contents of a tobacco pipe. The severe loss of a Birmingham carrier (upwards of 2000*l.*), from a cigar or tobacco pipe, must be in the recollection of many. I once saw, in a commercial room, part of the contents of a pocket book, containing bills, bank notes, &c., burnt, from resting on the "rag" of a cigar. Smoking is very properly prohibited by railway companies, not merely as a nuisance and annoyance to others, but as positively dangerous. I have, however, seen, in second-class carriages, this very proper caution disregarded; but, since the company's servants were silent, I, as a private individual, did not interfere. I have been on the coach when the lighted cigar has dropped into the "front seat," and have witnessed too often, the end of the cigar cast into an adjoining field, where a breeze might waft it into a farmer's premises, and, in contact with hay or corn, the wind may fan it into a flame—an occurrence, I believe, more common than may be suspected. Smoking in any shape or form should be more strictly prohibited, and the interdiction rigidly enforced, in warehouses and factories. The workmen on the premises, surprised by an unexpected visit of one of the principals, thrusts his pipe or cigar into a bale of cotton for concealment; while he may, in the meantime, be ordered to some other part of the premises; it smoulders away, and in the night the fire breaks forth. This is by no means an assumed or imaginary case. A partner of a firm at Bradford, Yorkshire, informed me that he detected one of his workmen, on one occasion, in the very act. This, I fear, also, and on unusual cases in the configurations of Liverpool.

The last I shall mention is that of oil in contact with cotton. Cotton waste, covered with oil or grease—used, perhaps, for cleaning the machinery, and thrown together in a heap to some corner—has been the cause of the destruction of many a noble pile. Lard oil is the most dangerous; but all oils, &c., are more or less so. A manufacturer at Oldham told me that a pointer on the premises, having accidentally spilt a little paint on the floor, wiped the spot with a bit of cotton wool, and next it smouldered in a quiet, spontaneous ignition having ensued in a bale of cotton. I was requested to examine a portion which was saved, and found it impregnated with tar and naphtha—received, no doubt, accidentally, on shipboard. Mr. G——, of Clitheroe, informed me that a bale of cotton burst into flame from a little lard oil having been spilt upon it. A Liverpool vessel had just finished taking in her cargo in one of the American ports, when she caught fire, and was burnt to the water's edge. The cargo consisted of cotton and oil!

I regret that this communication has been much more lengthened than I originally intended, but the importance of the subject must be my apology. I must now take my leave of your columns, sincerely thanking you for your ready insertion of my numerous, and, I hope, diversified, though humble, contributions.

Portland place, Bell, June 6.

THE ERDIPHROS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—You have, on several occasions, been the subject of the invention of this "Aerial Carriage," which has been put in motion within the past few days, although I am not aware that it has traversed over unknown lands, or that in its progress it has disseminated its little shares of 100 *l.* each—which, according to my calculations, would be equal to 250 tons of gold, 1 *gr.* 4 *lbs.* a weight, I am afraid, far too heavy to be "raised," whether in gold or bank-notes, by any aerial machine that may be constructed.

At three o'clock some time connected with this "flight" matter which might engage your attention, I have to request the favour of a space in your columns for the insertion of such ideas as occur to me, and which may tend to elucidate the inventor's views, and demonstrate the advantages which may be calculated upon as likely to arise from this thing of air—which shall render even broadways open within our grasp, and illustrate the beautiful truth, whether in the air or in the back seats of Transylvanians, by the scattering of seeds from shafts the forthcoming authors of the *Mining Journal*. I fear that I am, however, travelling out of the track which I had laid down on starting, and, having consulted my compass (which is, and ever should be, our guide)—I mean, in keeping within it, and not straying round with every breeze or gale of wind—whereby, you will understand the nature of the compass I refer to, I must now return to the main subject, and discuss things above, and not those which have to do with the bowels of the earth, but such as are right as air, even as ballistics—of which this, from its floating nature, may be considered as one.

Mr. Phillips—the case in the name of the aerial navigation, to whom capitalists are to be indebted for dividends (or, to whom he is to be indebted for capital), not to advert to the treasures which will be reaped in the accomplishment of astronomical science, from the opportunities afforded of having a closer inspection of the heavenly bodies—between the "common crowd," who have not the power of thinking for themselves, as well as others of "the present enlightened generation," who cannot see for themselves, that "the practical utility of aerial navigation has been doubted." In this opinion, Sir, I long have, most respectfully, to express my most ardent dissent; and I fear that, with all the machine to come before me, and even "clear out of sight," there will be some difficulty in "raising the wind." The idea of the eagle and the hawk, cited by the learned professor, reminds me of one of La Fontaine's fables, which will, doubtless, come to your readers, who will not fail to apply the simile to some appended fable, in the same way as Mr. Phillips proposes to attach his car to his aerostatic machine, for the fable, like the aerostatic machine, will be nothing without the ballast—which, in both cases, is requisite, and only in a moral, but in an aerial or ballast point of view, to give effect to the wish—some of the car or the other.

Mr. Phillips went on to say, that "individual national dependencies of aerostatic power are greatly impeded by mechanical contrivances, or the machine power, which are obtained by the lever, the screw, the steam engine, &c." Now, Sir, in many instances, this will be found a truth, as applied to aerostatic

power; but, in the present case, we have mental power developed, which is found applicable—as a lever to raise the wind—as a screw to be applied to the further call to be made—as a steam engine in effecting an explosion, which may be fairly calculated upon. We are next told—"The impression that aerial navigation will be more hazardous than other modes of locomotion, arises more from a vague fear of falling to the ground, than from any defined or real dangers." Why, Sir, we can suppose a rocket made on that gigantic scale, that only places an aerial passenger at top, the force acquired would carry him within a certain distance from the moon or stars, while each cloud might serve as a stepping-stone, yet I apprehend the rising hum would have some apprehensions, and not unreasonable ones, of the effort which his descent would be calculated to produce. There is, Sir, one other truism, at least, to which I would direct your attention. We are informed—"With regard to sea voyages, it is evident that a vessel runs greater risks, from storms, in a passage of ten weeks, than a steam-ship, which performs the voyage in as many days." This, Sir, I think, must be manifest to the weakest understanding; but, however it may hold good, I must confess, that as sailing vessels may be taken at seven or eight knots an hour, while steam does not accomplish more than twelve, on an average, I do not exactly comprehend how the calculation is arrived at of 7 to 1, while, according to my notions, it is about 1-50 to 1—this, however, is an aerial (perhaps, I ought to say, mental) to dilate upon. I could most readily point out the security of the aerial carriage over railroad carriages, the rapidity of motion on land being unpleasant, "while on the ocean every plank in the ship is strained by concussion and agitated movements, which are far from agreeable to most passengers."—A truism again, which all must admit, so far as relates to the "agitated movements" to which the passengers are subjected, but such is unnecessary for my present purpose, more particularly, as Mr. Phillips very justly observes, and who shall advance a contrary opinion (for I believe no one has yet tested the merits of the invention, or established that it is wrong which the inventor says is right), "that its motion must, therefore, even when progressing with the utmost velocity, be one of ease." I think, then, this assertion alone should set every one's mind at "ease," that they have only to get over the "vague fear of falling to the ground," to warrant them in extending, not their wings, but patronage, to so ambitious an enterprise. Having thus given an outline—for such only can my few brief remarks be considered—with reference to this aerial adventure, allow me, if not exceeding your limits, for that of the *Erdiphros* has no bounds, and which, perhaps, may form grounds for excuse, to direct your attention to the "thing" "that which is teachable—nothing imaginative—no aerial created being, but the real object which I have had in view throughout—I mean, Sir, "raising the wind." Look at the matter as I do, and you will find it "trifles light as air." Let us not say, "the earth hath bubbles, and this is one of them," except that, figuratively, we use the expression, as applied to its buoyancy. Now, then, in my task, and I trust that your editorial pen will be employed in waiving in distant climes the result of the labours of the inventor and patron, for which, I feel assured, you may reckon on a "return," when his flying machine comes back from its first trip.

Were I to remark on the advances in science, as well as in jugglery, made by the ancients, I might quote the following notice relating to the kingdom of the Syrians:—"Anax Mandi 3000, or 114 years before Christ—Antiochus Cyrionus, King of Syria, applied himself very seriously to the making of puppets down, and became so great a master to that mechanical art, that he could make figures of birds to fly and run along, as if they were natural."

It is unnecessary to dwell on "the advantages to be derived from aerial navigation, when practically carried out to its full extent," while the rate, its minimum being fixed at 100 miles per hour, which can be increased to any velocity below the maximum, and which can be checked by the "conductor, who has power to lower and stop the carriage, or to raise it, and regulate all its movements at pleasure," at once will assure your readers that this project must not be deemed as one of a chimerical nature, whatever its tendency may be. The nominal capital is to be only 500,000*l.*, of which one-half is to be appropriated to the public, the remaining half being taken as paid-up shares, or representing 500,000*l.*, by the inventor and patron, and which cannot be deemed excessive, when it is considered that he has, for months past, been building "castles in the air." On the 5000 shares to which the public are permitted to subscribe, only 1*l.* per share is to be required before they know anything, a second pound is to be paid after the exhibition of the model, so that, after all, only 5000*l.* will be received by the inventor and patron, even should the model not perform its work. It is unnecessary for me to add more on this part of the prospectus, because I consider it as clear, that on one can misunderstand. With respect to the second model to carry two persons, when 5*l.* more per share, or 7500*l.*, is to be paid, it is hardly worth while to make remark, as it may ever be called for. I should, however, observe, one advantage which the prospectus presents, is that with 5*l.* per share shall be paid, all contributors may withdraw, and put up with the loss, as regular shares are not to be issued until the instalment of 5*l.* per share be paid, at the same time, that funds will be raised, enabling them to witness the experiments! The affairs of the company will, of course, be managed by a board of directors, the inventor and patron being the chief engineer of the company until the patent expires. I feel it is unnecessary further to intrude myself on your columns, and as millions have been sacrificed to underground operations, I trust we may calculate upon your advocacy in the appropriation of a few thousands to our wants on *terra firma*, with a slight addition to our adventure in auburn.

Cambridge, July 15.

[A notice on subject of the letter of our correspondent will be found in another column. Our printer's devil inquires whether the signature, when translated into English, means "Air, up he goes," or "Higher up he goes." Not being artists in the Greek, we leave the response to some one of our learned correspondents.]

MINING CORRESPONDENCE.

ENGLISH MINES.

WOLVERHAMPTON MINING COMPANY.

July 11.—Hitchin's shaft is sinking two fathoms below the 100 fathom level, and ground still favourable for sinking. In the 110 fathom level, on the south side, west of Wall's shaft, the lode is ten inches wide, worth 15*l.* per fathom; at this level, on the north side, both east and west of Goldworthy's mine, the lode is ten inches wide, worth 15*l.* per fathom. In the 100 fathom level, west of Hitchin's shaft, the lode is fourteen inches wide, worth 20*l.* per fathom; in the cross-cut towards the Flagstaff lode there is no alteration; the lode in the stope in the back of this level is sixteen inches wide, worth 20*l.* per fathom. In the thirty fathom level west the lode is ten inches wide, producing about 100*l.* per fathom; in the eastern stope in the back of this level the lode is twenty inches wide, worth 25*l.* per fathom; in the middle stope the lode is eighteen inches wide, worth 25*l.* per fathom; and in the western stope, eighteen inches wide, worth 25*l.* per fathom. In the eighty fathom level, east of Wall's shaft, no lode has been taken down during the past week; driving west on the north side of this level, the lode is eighteen inches wide, composed of copper, silver, and tin; at this level, west of Hitchin's shaft, the lode is small and poor; the lode in the stope in the back of this level is fifteen inches wide, worth 15*l.* per fathom. In the deep adit level, east of Lady Room shaft, no lode has been taken down since last reported. The pitches are without important alteration.

REDFORD NORTH MINING COMPANY.

July 11.—In the thirty fathom level, east of old engine-shaft, an alteration. We have completed the new engine-shaft east to the thirty fathom level, and have commenced driving both east and west on the course of the lode. In the thirty fathom level east the lode is three and a half feet wide, composed of pure and genuine, interstratified with good stones of ore. In the thirty fathom level west the lode is two and a half feet wide, and of precisely the same character as in the eastern level. The lode carries a very fine coat of the west part; and, from the appearance of the pitch in the bottom of the twenty five, there is every reason to believe that the expectations held out will be realized. We are sinking a winner about eighteen fathoms from the engine-shaft, in the bottom of the twenty-five fathom level east, and have suspended driving for the time; the lode in the winner is two and a half feet wide, and will sell at moderate prices. The pitches in the back and bottom of this level are still looking well.

THAMES VALLEY LEAD MINING COMPANY.

July 10.—In the 100 fathom level the lode is eighteen inches wide, producing good work, and a promising level. In the 120 fathom level the lode is two feet in width, producing very little work. In the 110 and the lode is one foot wide, composed of copper, arsenic, and tin, and not rich. In the 100 fathom level the lode is nearly one foot wide, producing a small quantity of ore. In the thirty fathom level the lode is just the same width and quality. In the eighty fathom level the lode is from two to three feet wide, producing ore of a promising appearance, though at present not rich. In the seventy fathom level the lode is one foot wide, yielding about 100*l.* per fathom. In the sixty fathom level the lode is two feet wide, and full of which is coming work. In the fifty fathom level the lode is chiefly composed of soft ore, interstratified with tin. The thirty fathom level and fifty fathom are considered for the present. The ground in the shaft for the bottom piece is more favourable for sinking, and the engineers are getting on very well with working the steam engine. At the north mine the new have begun sinking the shaft below the thirty fathom level.

THURSTON MINING COMPANY.

July 10.—I beg to hand you my report of these mines. The lode in the twenty fathom level is not so wide, producing ore of average quality. The lode in the west end, water level, is from two to three feet wide, and is getting on very well. After we get these levels a few fathoms of the shaft, we purpose sinking again for another level. The lode in the deep end is not so

present small and unproductive; the west end, same level, is producing some good quality ore, and is very promising, as is also the stope in the back of this level. The fifty east is yielding some ore, but not rich; the lode in the winner, sinking under this level, though not so good as last reported, is very promising indeed, as is also the pitch in the back of the level. The fifty west is at present unproductive for copper ore, but is producing a small quantity of tin; the same may be said of the forty fathom level west. Our pitch in this part of the mine continues to look pretty well—men getting fair wages on the average. Palmer's shaft is at the sixty-five fathom level; we shall now drive north to communicate with the sixty-five fathom level (which will occupy about a month), then drive the sixty-five west from the winner, to lay open tribute ground. At the fifty-five west we have commenced sinking on the course of the lode, to get up through a hard elvan, after that to sink a shaft on the rim from surface for ventilation and discharge of stuff. At the south mine the 100, ninety, and eighty-one fathom levels are yielding fair quality tin stuff, opening ground that will work to good advantage, either (to stope) on tributary or on tribute. We have met with some kindly branches in the fifty-eight cross-cut south, on which we shall drive, to ascertain their value off from the cross-course; hope to say more about them in a short time.

WILLIAM PAUL.

CORNISHAN MINING COMPANY.

July 10.—The following particulars you will please receive on our report of the present prospects and appearances in the underground department surveyed this day:—Murray's shaft is now in a complete progress of sinking on the Chiverton and north lodes, under the sixty fathom level, and is now down two fathoms; the lode is three feet wide, also inches of which is rich for lead; it has a cheering appearance, showing, as it does, a continuation of the lead in depth. The Chiverton lode, in the sixty fathom level, is about one and a half feet wide, at present unproductive; we were not prepared to cut north here during the past week, but shall now do so immediately to see the north lode. The seventy fathom level, driving west of the great engine-shaft, has some favourable indications, the lode is large, letting down an abundance of water, and yielding a little lead; we expect to communicate the sixty with the seventy fathom level, by boring a winner in a day or two. The stope in the back of the sixty fathom level continues to produce good quantities of work. The appearances in the different tribute pitches are such as have been latterly reported. We shall sample on Friday next, fifty-two or fifty-three tons of silver-lead ore.

UNITED HILLS MINING COMPANY.

July 9.—In Williams's engine-shaft, sinking under seventy fathom level, no lode broken since we commenced sinking. In the seventy fathom level, east of Williams's shaft, the lode is four and a half feet wide, ore throughout, of rather low quality. In the seventy fathom level, west of Williams's shaft, the lode is four feet wide, producing but little ore. In the sixty fathom level, east of eastern shaft, the lode is three and a half feet wide, twenty inches on the north part good ore. In the sixty fathom level, west of diagonal shaft, the lode is four feet wide, two and a half feet producing ore of average quality. In the sixty fathom level, east of James's shaft, the lode is six feet wide, ore throughout, but not rich. In the sixty fathom level, east and west of Nettie's mine, the lode is four feet wide, producing ore of fair quality. In diagonal shaft, under the sixty fathom level, the lode is two and a half feet wide, producing some good stones of ore. In the winner, sinking under the sixty fathom level east, the lode is three and a half feet wide, eighteen inches on the north part producing ore. In the fifty fathom level, east of eastern shaft, the lode is four feet wide, two feet good ore. In the winner, sinking under this level, the lode is three feet wide, eighteen inches on the south end of fair quality. In the forty fathom level, east of eastern shaft, the lode is two feet wide, also inches good ore. When Sparrow—in Turner's shaft, under the twenty fathom level, the lode is two feet wide, producing ore of average quality. In Hill shaft, under the ten fathom level, the lode is two feet wide, poor. In the shaft on Stacey's lode the lode is eighteen inches wide, one foot good ore.

W. RICHARDS. N. LANGDON. S. H. PHARBER.

WEST WHEAT JEWEL MINING ASSOCIATION.

July 10.—The eighty five fathom level, east on Wheat Jewel mine, is improved since our last; it is now 18 inches wide, containing good stones of yellow ore, the lode is also letting out great quantities of water. We are fixing an air machine to convey air into this level, and when it is complete, we shall drive west at the eighty five on this lode. The seventy east on the new lode is fifteen inches wide, green, pure, and black ore—this lode appears to be improving. The stope in the back of seventy east, on Wheat Jewel lode, ore worth 15*l.* per fathom. The seventy west is worth 10*l.* per fathom. The lode in the winner under the fifty-seven, on south branch, is worth 10*l.* per fathom.

CONSOLIDATED TARTOIL MINING COMPANY.

July 10.—The lode in the fifty fathom level, west of Hornwood's shaft, is ten inches wide, very good tribute ground. The lode in the fifty fathom level, east of Hornwood's shaft, is one foot wide, good tribute ground. The lode in the rise in the back of the fifty fathom level, east of Hornwood's shaft, is also inches wide, good tribute ground. The lode in the forty fathom level, east of Hornwood's shaft, is one foot wide, good tribute ground. The lode in the rise in the back of the forty fathom level, east of Hornwood's shaft, is fifteen inches wide, very good tribute ground.

WHEATON CONSOLIDATED MINING COMPANY.

July 9.—In the eighty west of Christy, the lode is eighteen inches wide, pure, but more kindly than it has been, and more settled. In the eighty east, we are rising in the back; the lode is one foot wide, capacity. In the seventy east, the lode is fourteen inches wide, kindly, with stones of ore. The sixty east is three feet wide—mostly good ore. The winner under the fifty east is worth 15*l.* per fathom. At Good Fortune, the fifty west is worth 15*l.* per fathom; a winner sinking on this level is worth 15*l.* per fathom. The forty-four west is worth 15*l.* per fathom. The thirty-four west is four feet wide, kindly, and producing stones of ore.

WHEATON CONSOLIDATED MINING COMPANY.

July 10.—I beg to inform you that on Monday last we commenced our general underground operations at these mines, and in course of past week have sunk the north engine-shaft about four feet below the sixty fathom level. The pump now are now engaged in cutting eastern pit, and preparing for being a new lift at this level, which will require nearly the remainder of the month to complete. We have six men driving south at the sixty fathom level on the lead lode, which has a very kindly appearance, being about 600 inches in width, producing good work for silver-lead. Going east at the fifty fathom level on the copper lode, we have a kindly ore; the lode is about ten inches wide, composed of pure, massive, and good stones of copper ore. The lead lode going south at this level is improving in appearance, and is likely to be productive of ore. Driving south at the forty fathom level, we had the lode in the short four inches wide, yielding good carving work for lead ore. At Hornwood's adit level we have now very little doubt of having discovered the copper lode on the western side of the cross-course, which was so long sought for by the former company, but cannot say much respecting its size or character at present. We can report very little progress in the tribute department during the past week, the pitches having been left in a dilapidated state. The stream which has not yet been set to work, but Mr. West, who left the mine on Saturday, hoped it might be quite ready on Wednesday next. At the south mine the waste of the new engine-house are raising above the grate flow, where we have a strong force actively engaged.

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